SHRI PRASANTA CHATTERJEE: Mr. Chairman, Sir, in the reply, it has been stated that the Ministry of Labour is conscious expressed by the concern of the Central Trade Union. But according to us, the Ministry is unconscious about their demands. What is the Government's reaction to this? Yesterday, there was a massive demonstration by the Trade Unions here. So, my only question to the hon. Minister, through you, Sir, is whether he will take up this issue seriously and discuss with all trade unions about their demands.

श्री साहिब सिंह: सभापति जी, माननीय सदस्य ने जो प्रश्न किया है उसका उत्तर मैंने दे दिया है। माननीय सदस्य जो बात और पूछ रहे हैं, वह इसके अंदर शामिल है। इन्होंने जो आठ पाइंट्स में अपनी मांगे रखी थी, अगर माननीय सदस्य किसी के बारे में भी विस्तृत जानकारी चाहते हैं तो मैं वह प्रस्तृत कर सकता हूं। अगर माननीय सदस्य चाहते हैं कि मैं सबके बारे में बताऊं तो फिर आपकी जो 20 क्वेश्चन्स की व्यवस्था चल रही है, वह पूरी नहीं हो पायेगी। मेरे पास सभी आठ पाइंट्स का जवाब हैं, लेकिन उसमें आधे घंटे का समय लग जाएगा।

श्री सभापति: आप जवाब इनके पास भेज दीजिएगा।

श्री साहिब सिंह वर्मा: हां, मैं भेज दूंगा।

Accidents on National Highways

*145. SHRI K. KALAVENKATA RAO:
SHRI C.RAMACHANDRAIAH.††

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government are aware of the fact that lakhs of innocent people are being killed on the National Highways every year;

(b) if so, the reasons therefor;

(c) the details of the accidents and deaths that have taken place during the last five years, State-wise; and

(d) the steps being taken to prevent such accidents?

††The question was actually asked on the floor of the House by Shri C. Raamachandraiah.

THE MINISTER OF STATE OF THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS [MAJ. GEN. (RETD.) B.C. KHANDURI]: (a) to (d) A Statement is laid on the Table of the House.

Statement

(a) to (c) State-wise details of the number of accidents and persons killed in road accidents on National Highways during last five years are given in Statement I and II (See below) Various reasons for road accidents in India are: Lack of Traffic discipline on the part of drivers and road users, increase in the number of motor vehicles, mixed traffic conditions, over speeding, overloading, drunken driving, mechanical defects in vehicles, etc.

(d) Some of the important steps being taken besides highway design to improve the Road Safety on National Highways are as under:

(1) Assistance for setting up of Driving Training Schools.

(2) Provision of refresher training to drivers of heavy motor vehicles.

(3) Publicity campaign on road safety awareness through audiovisual-print media.

(4) Grants-in-aid to voluntary organizations for administering road safety programmes.

(5) Encouraging use of simulators in driver's training.

(6) Institution of National Award for voluntary organizations/ individuals for outstanding work in the field of road safety.

(7) Organising All India Essay Competition on road safety for school children with a view to create awareness.

(8) Tightening of fitness norms for transport vehicles.

(9) Widening/Improvement of roads, etc.

Statment-I

State-wise number of Road Accidents on National Highways

All India/States/UTs	1997	1998	1999	2000	2001
Andhra Pradesh	5679	8245	8518	7203	8626
Arunachal Pradesh	54	51	53	70	93
Assam	1584	1647	1754	1889	1927
Bihar	N.A.	N.A.	1899	2127	1167
Chhattisgarh	Included in	Madhya	Pradesh	2096	2597
Goa	889	1000	887	1091	1149
Gujarat	7071	7765	7758	1813	6738
Haryana	2316	2832	2779	2765	3033
Himachal Pradesh	661	1033	829	709	898
Jammu and Kashmir	567	2120	2112	2328	526
Jharkhand	Included	in	Bihar	1419	1392
Karnataka	8530	8275	9162	9605	N.A.
Kerala	7508	7212	7596	8512	10095
Madhya Pradesh	7587	7885	6783	5611	7164
Maharashtra	16473	15197	15343	16150	13905
Manipur	161	192	214	217	208
Meghalaya	203	250	159	186	370
Mizoram	27	61	36	31	52
Nagaland	22	43	57	35	54
Orissa	2107	2353	2651	2784	2759
Punjab	1229	1160	1223	1268	1256
Rajasthan	6924	7219	6778	6718	7465
Sikkim	48	32	33	29	43
Tamil Nadu	13107	13731	16329	18615	19881
Tripura	291	108	242	184	202
Uttaranchal	Included in	Uttar	Pradesh	236	469
Uttar Pradesh	5648	5741	6442	6198	5790
West Bengal	3815	3130	2615	2443	2791
A and N Islands	Nil	Nil	Nil	Nil	Nil
Chandigarh	56	38	56	62	45
D and N Haveli	Nil	Nil	Nil	Nil	Nil
Daman and Diu	Nil	Nil	Nil	Nil	Nil
Delhi	1227	1155	1153	1277	1123
Lakshadweep	Nil	Nil	Nil	Nil	Nil
Pondicherry	233	215	378	537	595
Tow.	94014(P)	98690(P)	103839	110508	102413(P)

N.A=Not Available
P=Provisional

Statement-II

State-wise number of Persons Killed on National Highways

All India/States/UTs	1997	1998	1999	2000	2001
Andhra Pradesh	2228	3102	3273	2539	2815
Arunachal Pradesh	13	28	13	11	23
Assam	866	787	848	808	824
Bihar	N.A.	N.A.	842	727	442
Chhattisgarh	Included in	Madhya	Pradesh	363	382
Goa	111	107	96	110	112
Gujarat	1590	1380	1241	1973	1275
Haryana .	1110	1154	1137	1150	1178
Himachal Pradesh	181	292	209	159	273
Jammu and Kashmir	131	423	360	320	145
Jharkhand	Included	in	Bihar	493	677
Karnataka	1896	1947	2015	2185	N.A.
Kerala	851	826	876	945	1114
Madhya Pradesh	1506	1519	1480	1266	1557
Maharashtra	3197	3156	3181	3445	3335
Manipur	43	40	73	56	45
Meghalaya	100	87	78	66	101
Mizoram	12	39	16	33	43
Nagaland	15	10	13	33	23
Orissa	673	803	869	951	924
Punjab	938	859	887	823	861
Rajasthan	2078	2118	2313	2312	2455
Sikkim	10	10	10	8	11
Tamil Nadu	2775	3106	3639	4362	4407
Tripura	59	46	86	41	74
Uttaranchal	Included in	Uttar	Pradesh	142	321
Uttar Pradesh	3165	3318	3700	3418	3876
West Bengal	1843	1172	1069	1026	1389
A and N Islands	Nil	Nil	Nil	Nil	Nil
Chandigarh	25	14	21	22	9
D and N Haveli	Nil	Nil	Nil	Nil	Nil
Daman and Diu	Nil	Nil	Nil	Nil	Nil
Delhi	415	305	296	330	268
Lakshadweep	Nil	Nil	Nil	Nil	Nil
Pondicherry	32	34	72	99	2
TOTAL	25863(P)	26682(P)	28713	30216	28961 (P)

N.A=Not Available

SHRI C. RAMACHANDRAIAH: Sir, I don't concur with the figures given by the Government because these are the figures of those accidents which have been recorded. And a number of accidents, more than this figure which is mentioned here, might have occurred during a particular period, but they are not recorded. However, I would like to know whether the Government has prepared any economic perspective of these accidents that took place in this country. Sir, approximately, one to three per cent of the country's annual Gross National Product is being lost in road accidents. This was revealed in a survey conducted by the Harvard University. No country can afford to lose such a large amount of resources. So, I would like to know whether the Government has prepared any cost effective perspective list of these accidents in this country.

MAJ. GEN. (RETD.) B.C. KHANDURI: Sir, the hon. Member has sought the data concerning the number of accidents which have not been recorded. The procedure for recording an accident case is this. As soon as an accident occurs, an FIR is lodged with the local police and they report this to the State Headquarters. The State Headquarters have a nodal officer who compiles and sends the information to us. We have a Section which compiles this date. Therefore, if it is not being reported to the Central Government, I may not be able to do anything. So far as the economic perspective is concerned, my Ministry has not carried out any such list. As far as my information goes, it is the Planning Commission which does so.

SHRI C. RAMACHANDRAIAH: Sir, the second part of my supplementary in this. The Government of India should have developed a road safety plan because it is a pre-requisite for acheiving a sustainable improvement in road safety. The Government should set measurable long-term and medium-term road safety targets. I would like to know whether the Government of India has formulated such thing. If yes, what is the status of implementation?

MAJ. GEN. (RETD.) B.C. KHANDURI: Sir, the road safety aspect involves three main things, and these are: enforcement, education and engineering. At the Ministry level, a large number of activities have been done in this regard. I don't want to take the time of the House to explain all these, but, as far as enforcement is concerned, it is done by the State Governments. Enforcement of laws pertaining to regulation of traffic,

issue of licences issue of registration, checking of vehicles, is done by the State Governments. In consultation with them, we are trying to improve the system. As regards education, both at the State level and the Central level, a large number of steps have been taken. We have given financial assistance to the States as well as the NGOs. We have been constantly increasing the number, and, if required, I can furnish the data to the hon. Member. For education, training and publicity, as compared to last year, more than double budgetary provision has been made this year. So, we are doing these things. The third aspect is engineering. It is done at the Central level. A very important aspect of this is being tackled. The Prime Minister's Programme for Improving Roads, - making four-lane roads -is one of the aspects of engineering. We are constantly doing it.

PROF, M. SANKARALINGAM: Mr. Chairman, Sir, in the reply, eight reasons, including drunken driving, have been identified for accidents. Nine remedial measures hav also been suggested to avert the accidents, but no remedy has been suggested to avoid drunken driving. I think, more than 50 per cent of the accidents take place because of drunken driving. Will the Government impose a ban on drunken driving, and establish clinics to examine the drunkedness of drivers on the highways?

MAJ. GEN. (RETD.) B.C. KHANDURI: Sir, drunken driving has already been banned, as per the Motor Vehicles Act. It is a very serious offence. Punishment has also been prescribed for this, but the problem is that the physical checking is done by the State Police. Though they have their own limitations, anybody who is found drunken, is punished. We issue instructions to the State Governments in this regard, but, as I said earlier, enforcement machinery needs to be improved.

SHRI PRITHVIRAJ CHAVAN: Mr. Chairman, Sir, the answer is highly unsatisfactory considering the seriousness of the problem. I think, giving awards in essay competitions is not going to solve the problem. I would like to put a very specific question.There are many States where it is not compulsory to use helmets on the national highways. I want to know whether you have discussed this matter with the State Governments, and asked them to make it compulsory for the twowheelers. If they don't do it, whether you will make it compulsory on the national highways, you can do. I am suggesting this because it is a very important cause of fatalities.

MAJ. GEN. (RETD.) B.C. KHANDURI: First of all, I would say that, already, there is a law regarding using of helmets on national highways. All the States have this law, but there is a problem of implementation.

SHRI PRITHVIRAJ CHAVAN: No, there is no such problem.

MAJ. GEN. (RETD.) B.C. KHANDURI: I mean, almost all the States have this law. I am not sure whether they are implementing it. They are required to implement this. But, as I said earlier, enforcement machinery does this. You asked whether I could impose restrictions on national highways. I would like to inform the hon. Member that even on National Highways, enforcement is done by the State Governments. We are, now, trying to evolve a system of patrolling whereby, in consultation with the State Governments, we may improve this system and have some sort of checking.The State of Haryana has already started one such experiment. We have also started one experiment in Jaipur, but ours is only an additional and consultative machinery. We cannot force the States to make any enforcement activity. Therefore, we keep on discussing this matter. Last month only, we have had a long discussion on various issues. As far as the point of wearing helmets is concerned, I think, we can only advise the State Governments. If any of the State Governments is not doing so, we will advise them.

SHRI RAVULA CHANDRA SEKAR REDDY: Mr. Chairman, Sir, most of the accidents take place during night or early hours. Is there any proposal with the Government of India for conducting patrolling on National Highways, during these hours? The hon. Minister mentioned about education and engineering. I would like to know from the hon. Minister whether the Government has any programme with regard to rescue, relief and rehabilitation of the victims.

MAJ. GEN. (RETD.) B.C. KHANDURI: Sir, as regards the data related to accidents during late night and early hours is concerned, I would like to say that we do not have any specific data on this. It has not been analysed, though the details about the timing of the accidents are given. But the fact is that most of the accidents that take place during night, are, probably, due to sleeplessness of drivers, due to over-speeding of vehicles, and, in some cases, due to frequent use of headlights at high-beam during night due to which the drivers of other cars plying on the road get blinded. We have, as I said earlier, got no machinery for

enforcement of rules and regulations in this regard. There are a plenty of rules and regulations, but it is for the State Government to implement them. However, we keep on interacting with them and telling them as to what should be done in this regard. But more than that we cannot do anything. Is your next question related to education engineering?

SHRI RAVULA CHANDRA SEKAR REDDY: Yes, Sir, it is part of the safety. I wanted to know about the scheme related to the rescue relief rehabilitation like keeping relief vehicles ready for the accident victims. Sir, throwing the blame or burden on the State Governments is not fair. They are not given money. The National Highways are with the Government of India.

MAJ. GEN. (RETD.) B.C. KHANDURI: Sir, we have a scheme, as I have said earlier, in this regard. This scheme was started many years ago. In the year 2001, we have modified it and also included the NGOs in it. I have got a long list of equipment that we have given to the State Governments, to the NGOs from 1993-94 onwards for this purpose. We are giving them ambulances, we are giving them recovery vans, we have given them assistances in terms of money also. Therefore, we are doing a large quantum of this work. A fair amount of money has been spent on it. Based on our requirement of road safety, our allocation for the Tenth Plan has almost doubled. It is more than double.Therefore, this perception that we are not doing anything immediately to attend to the accident victims is not correct.

श्री सभापति:माननीय मंत्री महोदय, यद्यपि इसका संबंध आपसे नहीं है लेकिन इसका एक मूल कारण यह है कि मोटर व्हीकल्स एक्ट के वॉयलेशन के केसेज़ कोर्ट में पड़े है और उनका फैसला नहीं होता है । वर्षो से पड़े हैं । न एक्सीडेंट करने वालों को सज़ा मिलती है और न जो पीड़ित है, उनका इंश्योरेंस की रकम मिलती है । आप लॉ डिपार्टमेंट के साथ बैठकर इन मामलों का निपटारा किसा प्रकार से हो सकता है, उसकी भी व्यवस्था करें, तब यह काम ठीक से होगा ।

डा.अलादी पी. राजकुमार: चेयरमैने सर, आप मंत्री जी को यह भी डायरेक्शन दीजिए कि वे स्टेट गवर्नमेंट्स से डाटा मंगाएं कि देश में नेशनल हाईवेज़ पर कितने एक्सीडेंट्स हो रहे है ? यह लोगों को भी मालूम होना चाहिए । आप मंत्री जी को डायरेक्शन दीजिए क्योंकि वे बहुत clever हैं, कह देते हैं डाटा नहीं है । स्टेट्स में जितने एक्सीडेंट्स हो रहे हैं, जितनी death हो रही है, वह पता लगना चाहिए ।

श्री सभापति:ठीक हैं, वे ध्यान रखेंगे ।

मेजर जनरल(सेवानिवृत) भुवन चन्द्र खन्डूडी: यह सब डाटा available है । In the reply, I have given you the data.

Packing of drinking water

*146. SHRI SUKHDEV SINGH LIBRA:
DR.ABRARAHMED:††

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state what steps have been taken for the implementation of the new standards for packaged drinking water which does not conform to European Standards?

THE MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD YADAV): A Statement is laid on the Table of the House.

Statement

Bureau of Indian Standards (BIS) has already evolved amendments in Indian Standards for Packaged Drinking Water and Natural Mineral Water in order to align them with the World's best norms for pesticide residues. They will be implemented after they are incorporated in the Prevention of Food Adulteration Act, 1954 which is administered by Ministry of Health and Family Welfare. Ministry of Health and Family Welfare has already issued a notification inviting comments from public to amend the standards of Packaged Drinking Water and Natural Mineral Water under Prevention of Food Adulteration Act Rules, 1955.

डा. अबरार अहमद:सर,आज देश में हम अपने स्वास्थ्य के नाम प पानी की कीमत दूध की कीमत के बराबर दे रहे हैं लेकिन अंतर्राष्ट्रीय मानको के अनुसार जब जांच की गई तो उसमें लिंडेन, डी.डी.टी.,मेलाथिआन आदि कीटनाशक पाए गए । यूरोपीय यूनियन द्वारा निर्धारित मापदंडों से 104 गुना अधिक कीटनाशक एक कंपनी में पाए गए । एक अन्य कंपनी में 84 गुना अधिक कीटनाशक पाए गए और मेलाथिन तो 400 गुना अधिक पाया गया । ये कीटनाशक किडनी को खराब करते हैं, आदमी की प्रतिरोधक क्षमता को कम करते हैं और कैंसर जैसी भंयकर बीमारी को जम्म देते हैं । महोदय, मैं आपके माध्यम से माननीय मंत्री जी से यह कहना चाहूंगा कि हिंदुस्तान में

††The question was actually asked on the floor of the House by Dr. Abrar Ahmed.